

Acting Engineers—Charles C. Butler and Charles A. Clark; Assistant Surgeon—Charles A. Stedman; Assistant Paymaster—Edward Putnam; Second and Third Assistant Engineers—T. H. Borley and Abram Micheson.

THE PATAPSCO.

This vessel is of Delaware origin. She was built there for the Government, and is one of the nine described above. There is a difference, however, in her armament from that of her sister ships. Instead of carrying one 11-inch and one 15-inch gun, she is armed with one 11-inch and one 100-pounder. These instruments were selected for the purpose of enabling her to engage an enemy at long range, should it be necessary to do so. The trial trip of the Patapsco was successful, her engines driving her about eight miles an hour. She was fitted out at the Philadelphia Navy-Yard, went to Fortress Monroe, remained there a few days, and then left for Fort Royal, where, strange to say, she arrived without even counting a storm.

Her commander, Capt. Ammen, is a native of Ohio, entered the service in the regular course, on the 7th of July, 1856, with Captain A. J. Jones, William S. Porter, and others. He was 17 years old, seven on shore, and three in the Patapsco's crew.

Captain D. Ammen, Lieut.-Commanding, H. E. Irvin, Jr., Acting Paymaster, B. W. Wharton; Assistant Surgeon, W. L. Wheeler; Acting Master, Wm. Hamilton; Acting Assistant Painter, D. Leech, Jr.; 2d Assistant Engineer, J. E. Carpenter; Acting Ensigns, James Ross and H. Kloppe; 2d Assistant Engineer, J. H. Wurley and G. C. Cook; Pilot, C. M. Motz.

THE KEOKUK.

This is the well-known "Herculean battery," the first iron-clad vessel ever built in the City of New-York. She was constructed by Romeo Underhill, of the Dry Dock Iron Works, who has been complimented by the authorities on the excellence of his work.

The Keokuk is a two-turret ram, conceived on a principle presented for the adoption of the Government Commission, some years since, by Whitney & Rowland.

Mr. Rowland, having undertaken to build the Keokuk ships, relinquished his connection with Mr. Whitney.

The Keokuk's ram is an extension of the backbone of the vessel, as it were, and is composed of heavy wrought iron. It is five feet long, 32 inches thick at the front and back, to the main hull of the ship ten feet.

The dimensions of the ship are: Length over all, 119 feet 6 inches; breadth of beam, 36 feet; depth of hold, 12 feet 6 inches; draught of water, 9 feet. The hull is built of half-inch rolled plates. Her sides stand at an angle of 37 degrees, which it is thought, will prevent artillery from getting a square shot at them. They are 3½ inches of wood on her deck, and on the hull the bars of iron alternate for a considerable space with layers of timber. She has three keelsons running the whole length of the vessel, and two fore and bulkheads, leaving on each side for the ship's length a separate space, and forming an inner skin and two water-tight bulkheads, one forward and the other aft, which can be filled with water, if necessary to sink the ship lower down. These can be filled in fifteen minutes and emptied by pumps to forty minutes. The forward bulkhead answers also another purpose. If that should receive a severe wrench the leakage would be confined to that compartment, and would not embarrass the rear or endanger the ship.

The ship will show an ordinary trim of 15 or 16 inches above the water. The rudder and propeller are guarded by an overhanging structure, and a wrought iron on the after part.

The vessel has capacity for 200 11-inch guns, 100 100-pounders, sharpnel, and canister, small ammunition and powder in proportion. Her armament consists of two 11-inch guns, there being only one in each turret. The turrets are 6½ inches of iron, or 4½ less than the Passaic or Montauk. However, the inclination, the builder believed will make them strong enough. The turrets on this vessel do not revolve.

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The following cut shows a vertical section of the ship, exhibiting her frame-work and plating, both in hull and turret:

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SHOW-CASES.—HOFFMAN & FERSH, Manufacturers, No. 132 Chatham-st. All kinds of Show-Cases on hand, or made to order. Old Show-Cases exchanged.

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BROWN'S STANDARD SCALES.—Established 1842. A variety of every branch of COAL and WHERE CUTS. SCALES FOR RAILROADS, COAL and WHERE CUTS. SCALES FOR PROVISION, GRAIN and IRON Dealers. SCALES FOR GROCERS, DRUGGISTS and Confectioners. Weight, Portable, Platform, Dornant Scales, &c. SCALES adjusted to every standard, all of which are warranted in every particular, by L. Brown, Manufacturer. No. 2 Barclay-st., opposite Astor House.

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A FEW MORE

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